

20080921.ba v04_n211.bam.20080921

>From ???@??? Sun Sep 21 22:24:06 2008 -0500
Date: Sun, 21 Sep 2008 22:23:27 CST
From: Old Tube Radios <boatanchors@theporch.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: BOATANCHORS digest 4211
Message-Id: <20080922032050.5BBAAAD52E6@srvr1.theporch.com>

BOATANCHORS Digest 4211

Topics covered in this issue include:

- 1) Re: SOS keyer
by "Ken" <n5cm@rtconline.com>
- 2) Re: SOS keyer
by Gary Woods <garygarlic@earthlink.net>
- 3) Re: SOS keyer
by W0E0M@aol.com
- 4) RE: SOS keyer
by AB Bonds <ab@vuse.vanderbilt.edu>
- 5) ART-13 parts car
by stuck in 50s <polepeeg@aa4rm.ba-watch.org>
- 6) Re: SOS keyer - emergency xmtr.
by "Art Lebermann" <artleb@earthlink.net>
- 7) Got a Gibson Girl?
by Richard Dillman <ddillman@igc.org>
- 8) Need BK-175 vintage radio T/R adapter
by Mike Steussy <ae4r@cox.net>
- 9) Phone CX on Sunday
by "JAMES HANLON" <knjhanlon@msn.com>
- 10) Interesting Telegraph Key
by "David Stinson" <arc5@ix.netcom.com>
- 11) RE: Interesting Telegraph Key
by "TChirhart" <sparks@codepoets.com>
- 12) RE: Interesting Telegraph Key
by "Nick England" <nick@3rdtech.com>
- 13) RE: Interesting Telegraph Key
by "Ed Zeranski" <ezeran@ezeran.cnc.net>

Message-ID: <001201c91a93\$43749bc0\$020fa8c0@KEN>
From: "Ken" <n5cm@rtconline.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: SOS keyer
Date: Fri, 19 Sep 2008 13:06:53 -0700
MIME-Version: 1.0
Content-Type: multipart/alternative; boundary="-----"

=_NextPart_000_000F_01C91A58.963B9060"

This is a multi-part message in MIME format.

-----=_NextPart_000_000F_01C91A58.963B9060
Content-Type: text/plain; charset="iso-8859-1"
Content-Transfer-Encoding: quoted-printable

Hi Will & Gang,

In the three years I sailed, I never had occasion to get acquainted with the=22Mae West=22 lifeboat transmitter. Altho in the latter part of WW2, after Oct. 1944, when I started sailing, we held regular =22life boat=22 drills while in the North Atlantic. Members of the crew cranked the lifeboat out on its davits over the water but didn't lower it. In my days of sailing, I got two auto alarms, both false, caused by static level, both in the Carribean. The auto alarm sounds a loud alarm including a red light in the wheelhouse. As best I remember, the Mae West had a hand crank for power - somebody correct me if I'm wrong! And, NO, there is no spacing between. In fact, the character is not and has not ever been the letters SOS! It is ONE character!

Ken N5CM

----- Original Message -----

From: W0E0M@aol.com
To: n5cm@rtconline.com ; boatanchors@theporch.com
Sent: Friday, September 19, 2008 9:13 AM
Subject: Re: SOS keyer

Ken - thanks for the info. I don't remember if there was spacing between the letters.

We thought of a lifeboat radio, but would there be power available=3F Anyway its an interesting item.

Will

--

I am using the free version of SPAMfighter for home users.
SPAMfighter has removed 1543 spam emails to date.
Paying users do not have this message in their emails.
Get the free SPAMfighter here: <http://www.spamfighter.com/len>

-----=_NextPart_000_000F_01C91A58.963B9060
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

```
* * * * *
*      ---REMAINDER OF MESSAGE TRUNCATED---      *
*      This post contains a forbidden message format      *
*      (such as an attached file, a v-card, HTML formatting) *
*      Mail Lists at theporch.com only accept PLAIN TEXT      *
*      If your postings display this message your mail program *
*      is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *
```

-----=_NextPart_000_000F_01C91A58.963B9060--

From: Gary Woods <garygarlic@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: SOS keyer
Date: Fri, 19 Sep 2008 14:11:41 -0400
Message-ID: <igq7d456nv9laektdok62846vmmd7qj174@4ax.com>
MIME-Version: 1.0
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

On Fri, 19 Sep 2008 16:23:36 +0000, you wrote:

>I am surprised that you guys never heard of the "Gibson Girl" Lifeboat Radio.

The Navy actually trained me on servicing these things.... IIRC, it transmits alternately on 500Kc and 8364Kc. I resolved that if I ever needed to use one for real, I'd also send the autoalarm signal. There was a door in the front with a spool of wire for a long wire to be hoisted either by a box kite or balloon with hydrogen generator, both packed with the life raft I thankfully never had to use.

I think we also had a battery powered UHF radio on 243.0 guard channel, which would have been more useful if somebody were looking for us... the P2V "Neptune" had a direction finder that worked on VHF and UHF; not real accurate in any heading other than dead ahead, which made it just fine for "home in on that."

Gary Woods AKA K2AHC- PGP key on request, or at home.earthlink.net/~garygarlic
Zone 5/6 in upstate New York, 1420' elevation. NY WO G

From: W0EOM@aol.com
Message-ID: <c82.2a4b4feb.36054943@aol.com>
Date: Fri, 19 Sep 2008 14:28:19 EDT
Subject: Re: SOS keyer
To: Old Tube Radios <boatanchors@theporch.com>
MIME-Version: 1.0
Content-Type: multipart/alternative;
boundary="-----1221848899"

-----1221848899
Content-Type: text/plain; charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Hi Dick - i have seen a Gibson Girl' but never scrapped one ont, so don't
know what the xmtr looks like. I also wore the URC-4 emergency set when
flying in a F-94 many years ago.

We still have not pinned down the use of this keyer.

Will

In a message dated 9/19/2008 9:24:06 A.M. Pacific Daylight Time, w1ksz@q.com
writes:

I am surprised that you guys never heard of the "Gibson Girl" Lifeboat
Radio.

<http://www.thekitesociety.org.uk/Gibson%20Girl.PDF>
(<http://www.thekitesociety.org.uk/Gibson%20Girl.PDF>)

They were a common surplus item back in the 50's. Just don't start cranking
or you will get visited by some very nasty folks !!

73, Dick, W1KSZ

> From: W0EOM@aol.com

> Date: Fri, 19 Sep 2008 12:13:46 -0400
> Subject: Re: SOS keyer
> To: boatanchors@theporch.com
>
> Ken - thanks for the info. I don't remember if there was spacing between
> the letters.
> We thought of a lifeboat radio, but would there be power available? Anyway
> its an interesting item.
>
> Will
>
>
> In a message dated 9/18/2008 6:51:29 A.M. Pacific Daylight Time,
> n5cm@rtconline.com writes:
>
> Hi Will & Gang,
>
> I sailed in the Merchant Marine starting October 1944 after being honorably
> discharged from the U.S. Army Air Corps. There was a critical shortage of
> certain ratings in the Merchant Marine including Radio Operators. With the
> shipyards turning out Libertys by the dozens and later also Victory ships,
> each ship had to have a full compliment of Officers and Crew. I had gone
> thru Maritime Radio School in New Orleans in 1938 and gotten a second
> class Commercial Radiotelegraph License. No jobs available then for me!
> I volunteered for the M.M. and began sailing.
>
> The first thing a radio operator sends if in distress is not SOS. It is the
> Automatic Alarm Signal to alert operators on ships where the radio op is
> not on duty. This signal is a series of long dashes, 4 seconds long and
> spaced one second apart. This signal triggers the Auto Alarm on all ships
> where the operator is off duty, alerting the operator.
> Then the operator sends the Morse Code distress signal which is not SOS,
> it is one, repeat, one character consisting of three dots three dashes
three
> dots,
>-... , if you don't think so, check the ITU official copy of the
> International Morse Code.
>
> I sailed on two Liberty Ships, the second one two voyages then sailed on
> a Victory Ship for three voyages. VJ day happened while on the first
> voyage hauling a general cargo for the Navy from Port Hueneme, Ca. to
> Manila, Philippines.
>
> In all my experiences as radio op I never ran across one of those gadgets
> you describe. Maybe it was unique to the Signal Corps!
> For what it's worth!
>
> Ken N5CM

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>
> ----- Original Message -----
> From: <W0E0M@aol.com>
> To: "Old Tube Radios" <boatanchors@theporch.com>
> Sent: Wednesday, September 17, 2008 4:35 PM
> Subject: SOS keyer
>
>
> > John and the Gang - today i saw an automatic motor driven SOS keyer.
> You
> > could hold it in your hand. has a motor driving a wheel which makes 500
> hz,
> > and a worm gear that drives a code wheel with SOS, and a cam which
> allows it
> > to send 10 times.
> >
> > Appears to be WW 2 era. would this have been on, say, a Liberty ship?
> even
> > tho it had a Sig. Corps triangle stamp on it. It came from a ham estate,
> > about 5 pickup loads.
> >
> > Will
> >
> >
> >
> >
> > *****Psssst...Have you heard the news? There's a new fashion
> blog,
> > plus the latest fall trends and hair styles at StyleList.com.
> > (<http://www.stylelist.com/trends?ncid=aolsty00050000000014>)
> >
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>

> ----
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>
>
> No virus found in this incoming message.
> Checked by AVG.
> Version: 7.5.526 / Virus Database: 270.6.21/1672 - Release Date: 9/15/2008
> 9:21 AM
>
>

> --
> I am using the free version of SPAMfighter for home users.
> SPAMfighter has removed 1534 spam emails to date.
> Paying users do not have this message in their emails.
> Get the free SPAMfighter here: <http://www.spamfighter.com/len>
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> *****Looking for simple solutions to your real-life financial
> challenges? Check out WalletPop for the latest news and information, tips
and
> calculators. (<http://www.walletpop.com/?NCID=emlcntuswall000000001>)

=

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challenges? Check out WalletPop for the latest news and information, tips and
calculators. (<http://www.walletpop.com/?NCID=emlcntuswall000000001>)

-----1221848899
Content-Type: text/plain; charset=us-ascii
Content-Transfer-Encoding: 7bit

* * * * *
* ---REMAINDER OF MESSAGE TRUNCATED--- *
* This post contains a forbidden message format *
* (such as an attached file, a v-card, HTML formatting) *
* Mail Lists at theporch.com only accept PLAIN TEXT *
* If your postings display this message your mail program *
* is not set to send PLAIN TEXT ONLY and needs adjusting *
* * * * *

-----1221848899--

Content-class: urn:content-classes:message
MIME-Version: 1.0
Content-Type: text/plain; charset="us-ascii"
Content-Transfer-Encoding: quoted-printable
Subject: RE: SOS keyer
Date: Fri, 19 Sep 2008 14:31:23 -0500

Message-ID: <C2E12B15D2CA56409ED5354B2AA78B0D03C50900@eecsml.eecs.local>
From: AB Bonds <ab@vuse.vanderbilt.edu>
To: Old Tube Radios <boatanchors@theporch.com>

=20

I ran into a Gibson Girl transmitter when I was a kid in junior high, about 1959 (yup, I am a young 'un). One of my pals had corraled it from a stash of signal corps material that had been used for training during the war at a local college. Of course we had to crank it up, and part of the ritual was to see how long we could have at it before quitting--it was a bear to grind. There was a small neon light on the top that would (after a warmup period) indicate the keying of the SOS signal. We never extended the antenna wire, which is probably why I am not still in jail.

The transmitter is long gone, but I still have the VERY nice fabric-and-aluminum box kite that came with it. Dang, what a flyer! But you have to use 50 pound test line on it.

A. B. Bonds

Date: Fri, 19 Sep 2008 19:06:23 -0400 (EDT)
From: stuck in 50s <polepeeg@aa4rm.ba-watch.org>
Message-Id: <200809192306.m8JN6NCe015376@fracas.netboobie.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: ART-13 parts car

It's 'way more than a parts car and yes, I think it cud be put back OTA.

Said ART-13 has mia audio deck. Also awol are top/bottom covers & right panel + side cover. MA meter gone too but rest seems present, SIR

Note lingo, this tx's an ex-GI

Yes the 813, both 811s, 807s, mod xfrm'r, calibrator, low-level RF deck, & auto-tune are all un-touched. What's there isn't time-capsule display quality. But maybe 8+.

Shhhhh, I've got pictures.

Price \$100 f.o.b. Atlanta. And we have one HUGE hamfest rendezvous here coming up 11/1&2. This sure counts since shipping would otherwise wreck the bargain.

Marty aka AA4RM

Say if this is headed to a non-profit, it's free.

If you get it back OTA, I'll refund half the moolah. Yes, that goes for a non-profit too.

And if it's going for Sunday's fone CX, tx free & I'll pay YOU \$100

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|

Message-ID: <380-2200896201190640@earthlink.net>
From: "Art Lebermann" <artleb@earthlink.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Re: SOS keyer - emergency xmtr.
Date: Fri, 19 Sep 2008 18:19:00 -0700
MIME-Version: 1.0
Content-type: text/plain; charset=US-ASCII

Hi, Ken - and the Boatanchor gang.....

As a follow-up to the discussion on the "SOS keyer", I have a WW2 vintage emergency transmitter which contains a motor-driven code wheel. I'm wondering if you - or any other members of this group - might be familiar with the unit. The ID plate says:

U.S. Maritime Commission
Mackay Radio Transmitter type 168B
Frequency: 500 kc.
Power: 5 watts
Mfg. March 1943
Manufactured by Federal Telephone & Radio Corp.

It's in a wood carrying case, with dimensions of 16" H x 21" W x 9" D.

The lid is removable, and has printed operating instructions on the inside. The unit is powered from a 6 Volt battery (HV from a vibrator supply), and comes with a wire antenna (coiled up in a compartment). On the front panel is a hand key, and a selector switch for "SOS", "SSS", or "Key". The instructions describe the unit as "Portable Marine Emergency Transmitter".

My unit is in good physical condition, except for the DC motor that drives the code wheel. It looks like someone tried to "repair" it, and made it worse. I'm looking for a replacement motor, or may try to have the

original motor rebuilt.

Has anyone seen a transmitter of this type? Contact me off-list for photos.

73,
Art Lebermann
W6REQ

> [Original Message]
> From: Ken <n5cm@rtconline.com>
> To: Old Tube Radios <boatanchors@theporch.com>
> Date: 9/18/2008 6:51:46 AM
> Subject: Re: SOS keyer
>
> Hi Will & Gang,
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> I sailed in the Merchant Marine starting October 1944 after being
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> discharged from the U.S. Army Air Corps. There was a critical shortage of
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> spaced one second apart. This signal triggers the Auto Alarm on all ships
> where the operator is off duty, alerting the operator.
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> it is one, repeat, one character consisting of three dots three dashes
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> dots,
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> International Morse Code.
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> a Victory Ship for three voyages. VJ day happened while on the first
> voyage hauling a general cargo for the Navy from Port Hueneme, Ca. to
> Manila, Philippines.
>
> In all my experiences as radio op I never ran across one of those gadgets
> you describe. Maybe it was unique to the Signal Corps!

> For what it's worth!
>
> Ken N5CM
>
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>
>
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>
> ----- Original Message -----
> From: <W0EOM@aol.com>
> To: "Old Tube Radios" <boatanchors@theporch.com>
> Sent: Wednesday, September 17, 2008 4:35 PM
> Subject: SOS keyer
>
>
> > John and the Gang - today i saw an automatic motor driven SOS keyer.
> You
> > could hold it in your hand. has a motor driving a wheel which makes
500
> hz,
> > and a worm gear that drives a code wheel with SOS, and a cam which
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> > to send 10 times.
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> > Appears to be WW 2 era. would this have been on, say, a Liberty ship?
> even
> > tho it had a Sig. Corps triangle stamp on it. It came from a ham
estate,
> > about 5 pickup loads.
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> > Will
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> > *****Psssst...Have you heard the news? There's a new fashion
> blog,
> > plus the latest fall trends and hair styles at StyleList.com.
> > (<http://www.stylelist.com/trends?ncid=aolsty00050000000014>)
> >
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> ----
>
>
> No virus found in this incoming message.

> Checked by AVG.
> Version: 7.5.526 / Virus Database: 270.6.21/1672 - Release Date: 9/15/2008
> 9:21 AM
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> I am using the free version of SPAMfighter for home users.
> SPAMfighter has removed 1534 spam emails to date.
> Paying users do not have this message in their emails.
> Get the free SPAMfighter here: <http://www.spamfighter.com/len>
>

Message-ID: <11710663.1221949304051.JavaMail.root@elwamui-
little.atl.sa.earthlink.net>
Date: Sat, 20 Sep 2008 22:21:44 +0000 (GMT+00:00)
From: Richard Dillman <ddillman@igc.org>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Got a Gibson Girl?
Mime-Version: 1.0
Content-Type: text/plain; charset=UTF-8
Content-Transfer-Encoding: 7bit

The MRHS is looking for a T-74/CRT-3 "Gibson Girl" lifeboat transmitter in good shape for display at the KPH/KSM receiving station.

When visitors tour the station we talk a lot about 500kc, SOS and the silent period. But that's all from the coast station point of view. We thought the presence of a Gibson Girl would give a small idea of what those adrift in lifeboats or life rafts faced when they made that last ditch call for aid.

Ideally, the Gibson Girl should be as complete as possible and in good cosmetic shape.

>From our point of view a donation would be ideal. Since we're a not for profit organization such a donation would represent a tax deduction at the full market value of the unit. But if that's not possible we'd consider a purchase as well.

Can you help? If you have a Gibson Girl that's available or know where one might be had, please let me know.

VY 73,

RD

=====
Richard Dillman, W6AWO
Chief Operator, Coast Station KSM
Maritime Radio Historical Society
<http://www.radiomarine.org>
=====

Message-ID: <48D5CBF2.6070307@cox.net>
Date: Sun, 21 Sep 2008 00:22:10 -0400
From: Mike Steussy <ae4r@cox.net>
MIME-Version: 1.0
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Need BK-175 vintage radio T/R adapter
Content-Type: text/plain; charset=ISO-8859-1; format=flowed
Content-Transfer-Encoding: 7bit

Ahoy... Recently I bought a beautifully crafted homebrew transmitter project. The plans supplied by the seller show a Radio Adventures BK-175 vintage radio T/R adapter. Before I order one from the company, does anyone have a BK-175 kit he/she is not likely to use and is willing to sell? If so, please contact me directly.

TNX ES 73,
Mike Steussy AE4R
ae4r@arrl.net

Message-ID: <BAY110-DAV34B5064B39667BE7CC9FAA0480@phx.gbl>
From: "JAMES HANLON" <knjhanlon@msn.com>
To: Old Tube Radios <boatanchors@theporch.com>
Cc: "John MacAulay" <jmac6235@yahoo.com>
Subject: Phone CX on Sunday
Date: Sat, 20 Sep 2008 23:11:47 -0600
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit

Y'all,

I just woke up and realized that the phone (AM, SSB and FM) section of the Classic Exchange is running this Sunday, September 22, from 9 a.m. Eastern Time to 3 a.m. Eastern Time on Monday morning. You can get more information at the CX website at <http://qsl.asti.com/CX/sept08announcement.html> .

Hope to see you there,

Jim, W8KGI

Message-ID: <137BA36053A1453395F72E83CBA0DD32@boudreaux>
From: "David Stinson" <arc5@ix.netcom.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: Interesting Telegraph Key
Date: Sun, 21 Sep 2008 14:30:02 -0500
MIME-Version: 1.0
Content-Type: text/plain;
 format=flowed;
 charset="iso-8859-1";
 reply-type=original
Content-Transfer-Encoding: 7bit

If you're interested in Navy keys,
this one was originally used to send Morse on the ship's blinker light.
I know that because I once had the entire mounting assembly and
wiring harness terminal.
270278112236

From: "TChirhart" <sparks@codepoets.com>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Interesting Telegraph Key
Date: Sun, 21 Sep 2008 17:31:54 -0400
Message-ID: <A3B0DEC7C17249C095046421B84845FE@warnerp93v1mse>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="us-ascii"
Content-Transfer-Encoding: quoted-printable

Dave, the ones I used on the signal bridge in the Navy were brass and
mounted to the railing on either side of the signal shack. I have both =
that
were taken from the USS Voge DE 1047/FF 1047 when they cut her up for =
scrap
years ago up in Philly. They were used for signaling from the yard arm
lights etc. I have one sitting on the floor next to my feet that still =
has a
short section of cable that was cut off when it was removed. The
nomenclature is KY-129/SAT-2 part number 52115-A-40064 - Key Telegraph =
SER
L.L. Rowe Co. They have a brass clam shell that covers the key, not
very waterproof but the contacts are not exposed.
I never used a key like the one in the listing, not in the Navy or the =
Coast
Guard in the 20 plus years I served as a sparks and occasional skivvy =

waver

but that's not to say the brown shoes/aviation branch didn't use them on aircraft, or the Army. I never saw them on tin cans, we had the desk = mounted

SB-315 B/U, CONTROL PANEL-TELEGRAPH KEY made by Dittmore-Freimuth Corp, Milwaukee WI. I have a pair of these too. They had a jack so we could = plug

in a Vibroplex Bug if we had a speed key certificate.

73

Tom K4NCG

-----Original Message-----

From: owner-boatanchors@theporch.com =
[mailto:owner-boatanchors@theporch.com]

On Behalf Of David Stinson

Sent: Sunday, September 21, 2008 3:30 PM

To: Old Tube Radios

Subject: Interesting Telegraph Key

If you're interested in Navy keys,
this one was originally used to send Morse on the ship's blinker light.
I know that because I once had the entire mounting assembly and=20
wiring harness terminal.

270278112236

Date: Sun, 21 Sep 2008 18:42:47 -0400
From: "Nick England" <nick@3rdtech.com>
Subject: RE: Interesting Telegraph Key
To: Old Tube Radios <boatanchors@theporch.com>
Message-id: <4BA99E285D97463B8AD125B0D28960D7@Heathkit2>
MIME-version: 1.0
Content-type: text/plain; charset=US-ASCII
Content-transfer-encoding: 7bit

Dave and Tom are both right, I think. I believe the type 26003 key shown in the auction was mainly used in Navy aircraft, sometimes with a leg clamp. Has anyone seen it used for shipboard radio? - I'd like to know more. (It appears most shipboard radio use was with the SB-215 and 26001 and 26012 which look somewhat like the familiar J-37)

However, there are photos here

<http://artifaxbooks.com/998coy2.JPG>

and here

<http://artifaxbooks.com/fskm8041.JPG>

showing the 26003 key also used for two different signalling lamp controls - note the 2 minute limit on the knob on both.

More Navy keys are shown at
<http://artifaxbooks.com/fsusmilkeys.htm>
including the KY-129/SAT-2 key that Tom has.
<http://artifaxbooks.com/shipkey1.JPG>
The AN/SAT-2 was a yardarm mounted infrared signalling system.

FWIW, my compilation of Navy radio key info is at
<http://www.virhistory.com/navy/xmtr-key.htm>

cheers,
Nick KD4CPL
www.virhistory.com/navy

-----Original Message-----

From: owner-boatanchors@theporch.com [mailto:owner-boatanchors@theporch.com]
On Behalf Of TChirhart
Sent: Sunday, September 21, 2008 5:32 PM
To: Old Tube Radios
Subject: RE: Interesting Telegraph Key

Dave, the ones I used on the signal bridge in the Navy were brass and mounted to the railing on either side of the signal shack. I have both that were taken from the USS Voge DE 1047/FF 1047 when they cut her up for scrap years ago up in Philly. They were used for signaling from the yard arm lights etc. I have one sitting on the floor next to my feet that still has a short section of cable that was cut off when it was removed. The nomenclature is KY-129/SAT-2 part number 52115-A-40064 - Key Telegraph SER ##### L.L. Rowe Co. They have a brass clam shell that covers the key, not very waterproof but the contacts are not exposed.

I never used a key like the one in the listing, not in the Navy or the Coast Guard in the 20 plus years I served as a sparks and occasional skivvy waver but that's not to say the brown shoes/aviation branch didn't use them on aircraft, or the Army. I never saw them on tin cans, we had the desk mounted SB-315 B/U, CONTROL PANEL-TELEGRAPH KEY made by Dittmore-Freimuth Corp, Milwaukee WI. I have a pair of these too. They had a jack so we could plug in a Vibroplex Bug if we had a speed key certificate.

73

Tom K4NCG

-----Original Message-----

From: owner-boatanchors@theporch.com [mailto:owner-boatanchors@theporch.com]
On Behalf Of David Stinson
Sent: Sunday, September 21, 2008 3:30 PM
To: Old Tube Radios
Subject: Interesting Telegraph Key

If you're interested in Navy keys,
this one was originally used to send Morse on the ship's blinker light.

I know that because I once had the entire mounting assembly and wiring harness terminal.
270278112236

From: "Ed Zeranski" <ezeran@ezeran.cnc.net>
To: Old Tube Radios <boatanchors@theporch.com>
Subject: RE: Interesting Telegraph Key
Date: Tue, 21 Oct 2008 20:24:55 -0700
Message-ID: <EMEPKDEJDNHEMLEAHGKHMEOAFFAA.ezeran@ezeran.cnc.net>
MIME-Version: 1.0
Content-Type: text/plain;
 charset="US-ASCII"
Content-Transfer-Encoding: 7bit

Subject: RE: Interesting Telegraph Key

>From Nick:
Dave and Tom are both right, I think. I believe the type 26003 key shown in the auction was mainly used in Navy aircraft,
(It appears most shipboard radio use was with the SB-215 and 26001 and 26012 which look somewhat like the familiar J-37).....

I like the ***26003 a lot, a favorite, I think from several makers. All the keys I saw in the Navy, mid-late '60s on DDs and DDGs, were the SB-315 B/U models on a panel in the LOP. (Still looking for a real LOP by the way) The keys port and starboard on the signal bridge for the yard lights were on a round brass plate that was mounted on what looked like a large electrical utility box. The key was covered with a brass cover which along with the plate was polished, utility box was painted the usual Haze Grey. Gary KM6A, retired co-worker and RMC, flew as a radio op on the Super Connies over the Pacific using the ***26003 type key. Gary said it was the best straight best key he used in the Navy. I bought him one NIB from Steve Haney for \$30 when he retired.

Not part of the thread but two of the RMs I knew had Navy certification to use a bug. Both carried the Vibroplex with them whenever they transferred and both keys were V'plex #6 Lightning Bugs. Also not part of the thread...Both of them could copy 35wpm, type, send replies, drink coffee, smoke, and regale the young troops with tales of their off-color adventures in Olongapo and Yokosuka...all at the same time.

EdZ KG6UTS
ET long ago

End of BOATANCHORS Digest 4211
